A Publication for Employees of the Missouri Department of Transportation

Connections

September 2010

Nation's First Stimulus Project Opens to Traffic

by Kristi Jamison / photos by Shaun Schmitz

A crowd of about 600 Missourians showed their appreciation as a new bridge over the Osage River near Tuscumbia – the nation's first project to begin construction under the American Recovery and Reinvestment Act – opened to drivers on Aug. 16.

"Recovery act funds helped push the timetable up on this much-needed project, supporting jobs in a bleak economy and creating a much safer passage over the Osage River for local citizens sooner than expected," said MoDOT Interim Director Kevin Keith. "Missouri showed the nation that transportation projects could indeed have an immediate impact on putting people to work."

Speaking at the project's ribbon-cutting ceremony, Missouri Highways and Transportation Commissioner Grace Nichols called the stimulus a shot in the arm at a much-needed time when transportation funding was beginning to fall short. Nichols was among the commissioners who approved the contract to replace the bridge the minute the funds became available in February 2009, making it the nation's first stimulus project.

Miller County Presiding Commissioner Tom Wright also participated. He explained the importance of the new bridge to the community.

"Our bridge is a way to work. It's a way to school. It's a way for a soldier to get to Fort Leonard Wood. It's a way for our farmers to get their goods to market, and it's one of the routes for tourists to get to the Lake of the Ozarks," Wright said. "It is not a bridge to nowhere, (as some national media outlets cast it) it's a bridge to the heart of America. It serves many purposes for our local people. This new bridge is a vast improvement and we appreciate it."

The inaugural parade over the new bridge represented how the bridge connects the community and the surrounding region.

The ceremony kicked off with the Eldon High School marching band and a color guard from Fort Leonard Wood and culminated with an inaugural parade of vehicles representative of how the bridge connects the community and the region surrounding it, from Fort Leonard Wood army personnel to emergency responders, the Miller County R-III school district and local farmers.

Rep. Rodney Schad spoke to hundreds of community members at the opening of the nation's first Recovery Act project on Aug. 16.

The local community also hosted a day-long event to celebrate the completion of the bridge.

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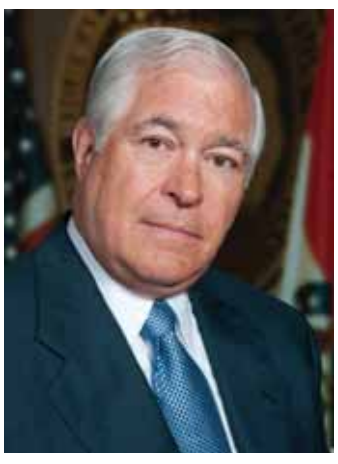
New Missouri Highways and Transportation Commissioner

St. Louis attorney Kenneth H. Suelthaus was sworn in July 30 as the newest member of the Missouri Highways and Transportation Commission. Suelthaus took the commission oath from Supreme Court Judge Mary Russell in a ceremony at the MoDOT's Central Office building. He was appointed to the post by Gov. Jay Nixon.

Suelthaus is an attorney with the law firm of Polsinelli Shughart PC and has more than 40 years experience in corporate law. He replaces Duane Michie, Haiti, whose term expired March 1, 2009.

"I'm pleased to welcome Mr. Suelthaus to the commission," MoDOT Interim Director Kevin Keith said. "His extensive experience in business will be extremely helpful as we work to keep transportation in Missouri on a positive track given the financial challenges we're facing."



Cathy Morrison

Kenneth H. Suelthaus

A graduate of the University of Michigan with a bachelor's degree in engineering, Suelthaus received his law degree from the University of Missouri, where he served as Editor in Chief of the Missouri Law Review and graduated cum laude. Suelthaus and his wife, Shawn, have two children and five grandchildren.

Other members of the commission are Chairman Rudy Farber, Neosho; Vice-Chairman David Gach, St. Joseph; Grace Nichols, St. Charles; Joe Carmichael, Springfield; and Stephen Miller, Kansas City.

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MoDOT made history within minutes of President Barack Obama signing the recovery act into law on Feb. 17, 2009, by signing a contract and beginning construction on the bridge and making it the nation's first Recovery Act project. The project supported 240 direct, indirect and induced jobs.

The new 970-foot bridge is noticeably wider with two eleven-foot wide traffic lanes and three-foot wide shoulders.

Kids Grow Up Fast, But Still Need Protection

Kids know more at earlier ages these days. They can single-handedly search the internet, play video games from a remote location, play a variety of sports by age 5 and be able to order their own dinner at a drive-thru restaurant. What kids and their parents may not understand is the importance of using the appropriate car seat up to age 8.

Car crashes are the number one killer of children. During the last three years in Missouri, 55 children were killed and 655 more suffered disabling injuries.

"We are urging everyone to get their child safety seats inspected," said Leanna Depue, MoDOT director of highway safety. "When it comes to the safety of a child, there is no room for mistakes."

Sept. 25 is National Seat Check Saturday, the culmination of a weeklong child safety seat campaign from Sept. 19-25. The campaign includes education on proper safety seat installation and use as well as increased law enforcement cracking down on Missouri's child safety seat law violators.

Child safety seat technicians will provide on-site car seat checks and education on Sept. 25 at locations across Missouri. National Child Passenger Safety Week 2010 is Sept. 19-25.

"Properly securing your child in a safety seat is about more than following the law," said Leanna Depue. "Safety seats prevent serious injury and could save your child's life."

Missouri law requires all children under eight to be in an appropriate child safety seat or booster seat, unless:

- They are at least 80 pounds.
- They are at least 4'9" tall.

The National Highway Traffic Safety Administration says that child safety seats reduce the risk of being killed in a car crash by 71 percent for an infant and by 54 percent for a toddler. This is why all 50 states have laws that require the use of child safety restraints.

The wide range of makes and models on the market today has left more than a few parents confused. A recent NHTSA study reveals that 72 percent of parents (close to 3 out of 4! don't know how to use child safety restraints properly. CPS Technicians in Missouri report an even higher misuse rate.

A list of car seat inspection stations and locations for the Sept. 25 car seat checkups can be found at *www.saveMOlives.com*.

New Subscription Service Allows Public to Subscribe to Web Pages

Soon it will be even easier for the public to receive information from MoDOT.

A new online subscription system is coming to the MoDOT website. The service will allow web visitors to subscribe to various topics including project information, road conditions, job announcementss, news and other department activities.

The improved subscription service goes beyond the current capabilites of the E update system because visitors will actually be able to subscribe to individual web pages. If there is a page they want to keep up with, they can subscribe to it with a couple of mouse clicks. Whenever a change is made to that page, a notice to subscribers is automatically sent.

Many other state DOTs and government agencies are currently using similar services to reach out to their citizens, allowing members of the public to customize the information they want to receive.

"It puts the decision into the hands of the citizen," said Matt Hiebert, community relations coordinator. "Instead of a general approach to getting out information, people can choose what updates they want to receive. It boosts the value of the information, because the person requested it."

New Media Training Video

Have you ever felt anxious about speaking with a news reporter about MoDOT? A new video is available to give you tips and training on working with the media.

Central Office Community Relations recently updated MoDOT s media training video. This production covers basic rules and tips for employees to use if called upon to provide comments or do an interview with reporters. The 20-minute video is available on the Intranet for all MoDOT employees to watch, but training sessions with Community Relations Coordinator Jorma Duran will be offered for all 10 districts as well. These sessions will cover things such as how to prepare for an interview, what to expect from the media and what not to do when working with them. For more information, contact Jorma Duran at *jorma.duran@modot.mo.gov* or 573-751-9257.

Pool Vehicles Easier to Access Again

by Kristi Jamison

After months of taking a long detour to access pool vehicles, the process just got a whole lot easier on Aug. 30!

With the remodeling of the 830 MoDOT Drive facility nearly complete, the Travel Services unit has moved into their new office space just inside the entrance adorned by the new, large brick canopy. That means closer and easier access once again for employees to check out and return pool vehicles.

Now employees simply have to enter the door on the left, marked Travel Services, under the brick canopy on the north side of the building (same side as the pool vehicle parking lot . Central Office employees will need to use their Sonitrol card to access this entrance. That's where the computer to check out or return a vehicle is now located.

Parking will be as usual. Just find an open space in the pool vehicle lot, which is striped in white. Please allow yellow-striped parking to be used for visitors or for when attending a meeting or training. If dropping keys off after hours, the key drop off box is now at the bottom of the stairs to the canopied entrance.

Travel Services thanks you for your patience during this transition.

For Your Benefit

2011 Medical Rates

The Missouri Highways and Transportation Commission has approved a four percent increase in active employee medical plan premiums for next year. The increase will be shared by the Commission and the subscriber. You can find a detailed chart of next year's rates on the Intranet by clicking the 2011 Medical Rate Chart link in the Employee Benefits section. An Annual Benefit Update that will provide all benefit and rate changes for 2011 will be sent to your home by October 1. In the meantime, please contact the Employee Benefits office at 877-863-9406 or your insurance representative with any questions.

New Faces, New Looks for EAC

by Kristi Jamison

Now in its fifth year, the Employee Advisory Council is still working hard to forge a more positive work environment for all employees. To keep a fresh and broad perspective, council members serve two-year, staggered terms and there are at least two members from each district and up to three from the Central Office.

With both membership and leadership turning over in July, there are a lot of new faces on the council. The newest members are Damon Lafaver, District 2; Keith Boling, District 3; Jeffrey Cremer and Dolon Silimon, District 4; James Hake, District 5; Glenn Holmes and Athena Nance, District 6; Mari Heeter, District 7; Kelly Tummons, District 8, Mary Shrubb, District 9; Billy Griffin, District 10; and Randy Kelley, Denise Voss and Brenda Wells, Central Office.

New leadership was elected, as well. As of July 1, Matt Sonner, District 1 traffic specialist, is Chair; James Kirkendoll, District 1 senior maintenance worker, is Vice Chair; Dianna Johnson, District 5 senior traffic technician, is Secretary; and Carol Lueckenhoff, Central Office senior employee development specialist, is Assistant Secretary. The liaison between the council and MoDOT management is Equal Opportunity and Diversity Director Rudy Nickens.

This year, the EAC has set a new strategic direction that will address employee's questions and concerns about changes brought about by the state's current financial situation and the need to implement MoDOT's new five-year direction.

"The five-year direction calls for many changes in the way MoDOT operates, so our agency can become leaner yet still meet our customers' expectations," said EAC Chair Matt Sonner. "As we make these important adjustments, it is the EAC's priority to stay in tune with employees and ensure morale moves in a positive direction."

New people and new strategies don't constitute the only changes for the EAC, however. Established just last year, the council's marketing committee has introduced a fresh new look for the group, including a new logo and a redesigned Intranet site. Check out the new looks and get more details about the statewide and district EAC/EAEC groups at *wwwi/intranet/eac*.

Back row: James Hake, Damon Lafaver, Matt Sonner, Jason Piper, Keith Boling, Jeff Leible, James Kirkendoll
Middle row: Glenn Holmes, Tyann Alexander, Carol Lueckenhoff, Denise Voss, Mike Foppe, Billy Griffin, Shawn Nilges, Rodney Welch, Mary Shrubb
Sitting: Randy Kelley, Dianna Johnson, Dolon Silimon, Kelly Tummons, Mari Heeter, Brenda Wells

Missing from photo: Rick Barnes, Athena Nance, Jeffrey Cremer

MoDOT Supports Child Safety Campaign

by Sally Oxenhandler

It s a temptation most every parent or caregiver has probably experienced. "I'm just running in for a minute. I m sure the kids will be okay if I leave them alone in the car. What could possibly happen?"

Fortunately, the vast majority never give in to that temptation. For those who do, the consequences can be devastating. Left alone in a vehicle even for a short time, a child is in danger of dehydration, injury, abduction and death. According to Safe Kids USA, from 1998 to 2009, 443 children died from heat stroke while unattended in a car.

That s why MoDOT and the Children s Trust Fund have teamed up to remind parents and caregivers never to leave children alone in or around vehicles - not even for a minute. MoDOT has placed posters supporting the CTF s *Not Even for a Minute* public awareness campaign in its 28 rest area locations in Missouri, which are visited by about 20 million people a year. In addition, the department s electronic interstate message boards carried the reminder through August.

"We all know how hot Missouri summers can be," said Kirk Schreiber, CTF executive director. "The inside of a car can heat up to extreme and dangerous temperatures very quickly and result in tragedy for children within minutes. CTF is very appreciative of MODOT helping us reach more people with this safety message."

Added MoDOT Interim Director Kevin Keith, "Keeping Missourians safe is our top priority, and we are pleased to help the Children s Trust Fund remind folks never to leave children alone in or around cars."

For more information, visit *www.ctf4kids.org.*

Working to Keep Motorists Safe on Labor Day

MoDOT Reminds Motorists to Drive Safely

by Melissa Black

Keeping motorists safe on Missouri highways is MoDOT's top priority and a daily job, even during the Labor Day holiday. Labor Day is one of the busiest travel holidays of the year, and last year eight people did not make it home due to traffic crashes.

"We work hard every day of the year to ensure Missouri motorists get where they're going safely and Arrive Alive," says Don Hillis, director of System Management for MoDOT. "We need for motorists to do their part though to watch the signs, buckle up and pay attention while driving."

Over the 2009 Labor Day holiday in Missouri, eight people died and 487 were injured in more than 1,100 traffic crashes. Of those fatalities, six were killed in automobiles, trucks, vans, and motor homes (vehicles normally having safety restraint devices , and four of them were not using their safety belts.

"Impaired driving is also a big concern during any holiday," Hillis says. "Besides paying attention and buckling up, everyone should always drive sober."

The new DWI law went into effect Aug. 28 and will:

- Increase jail time for repeat DWI offenders/ those with higher blood alcohol levels,
- Move more cases to state courts, where penalties can be tougher,
- Mandate better record-keeping for DWI cases so repeat offenders can be properly tracked; and
- Offer offenders opportunities to participate in a DWI court program that incorporates treatment and close monitoring instead of going to jail.

The HEAT is On as well. Law enforcement agencies across the state are participating in High Enforcement Action Teams until Sept. 21 looking for impaired, unbuckled or speeding drivers. This cooperative effort has a mission of reducing the number of fatal and injury traffic crashes during the 70 most dangerous days of the year.

Missouri High Schools Challenged to Buckle Up!

by Revee White

Missouri high schools are invited to compete in the 2010 Battle of the Belt Challenge for an opportunity to win cash and prizes while increasing their school seat belt usage.

The statewide competition will run Oct. 4 to Nov. 19 to educate young drivers about safety belt use, reduce traffic crash injuries and save teen lives.

"Too many Missouri teens are dying in car crashes because they aren't buckled up," said Leanna Depue, chair of the Missouri Coalition for Roadway Safety's Executive Committee. "Through education, competition and fun, Battle of the Belt can make a difference with Missouri teens and save lives."

Traffic crashes are the leading cause of death for people 15-20 years old. Results of a 2010 survey among Missouri teens indicate nearly 33 percent of teens do not wear safety belts.

Cathy Morrison

Battle of the Belt

The program consists of two surprise seat belt checks at each high school to measure student seat belt usage before and after an educational campaign on the importance of safety belt use. In addition, schools have the opportunity to submit a 30-second video spot aimed at encouraging their peers to buckle up. Statewide and regional prizes are awarded to schools reaching high safety belt usage rates.

More than 144 schools participated in Battle of the Belt last year. Washington High School in Washington, Mo., won the video contest. Their winning entry featured a race to buckle up with the message "Everyone's a Winner When You Buckle Up." It can be viewed at *www.saveMOlives.com*.

Sign up your local high school to take on the Battle of the Belt Challenge by completing a participation agreement form online at *www.saveMOlives.com* by October 1. For more information on Battle of the Belt, visit *www.saveMOlives.com*.

Ready, Set, GO!

by Dawn Haslag

Ready, Set, GO! Once again, the Missouri State Employees Charitable Campaign is quickly approaching! In today's economy there are many needs from neighbors both far and near. With this in mind, it's more important than ever to consider taking part in the MSECC. Your contributions go far and help so many, there is no better time than the present to get involved!

The 2011 campaign marks the 26th year of giving. This year's campaign theme mimics that of last year, which was "People Helping People – A Missouri Tradition". Missouri state employees will once again be asked to show just how bighearted they are during the campaign. MoDOT's official campaign will start on Sept. 22 and continue through Oct. 31. This time allows employees the chance to make individual pledges through an easy payroll deduction or take part in one of the many fundraising events that are sure to take place in district and division offices (look for more information coming soon).

A very exciting aspect of the campaign is that MoDOT was the largest donor agency for the third year in a row! During the 2010 campaign, MoDOT employees gave $217,613.50 to charities – a 13 percent increase over 2009. The amount raised reflects the 2,215 pledge card donations which accounts for more than 35 percent of MoDOT employees as well as all those individuals who gave during the many fundraising efforts held throughout the campaign. Any amount, no matter how big or small, will go a long way toward helping people who are in need. We are one Team MoDOT and anything is possible if we all work together!

The brochure from last year will be used again during this campaign to cut costs associated with printing. For those of you who would prefer to check things out electronically, the brochure can also be found in its entirety by logging onto *www.msecc.mo.gov*. As a reminder, the paper brochure and pledge cards will be available and distributed to all employees once the campaign is underway.

For more information on the campaign contact MoDOT's CO MSECC Coordinators Dawn Haslag at 573-751-5678, Jackie Kampeter at 573-522-2457, Jennifer Jorgensen at 573-751-7446 or Danielle Thomas at 573-526-7860 or your district/division coordinator.

A total of $1.2 million was raised by all Missouri state employees during the 2010 campaign, more than any other campaign in the 25-year history!

September Service Anniversaries

30 Years

Kenneth J. Houseman	CO

25 Years

Brian A. Bottcher	D1
Charles H. Gaines	D1
Lawrence D. Olinger	D1
Monte D. Fisher	D2
Robert C. Rhodes	D4
Jerry W. Nilges	D5
James D. Collier	D6
Jimmy W. Compton	D8
Martin D. Tindle	D8
Roger P. Christensen	D9
David L. Herbst	D10
Sherry L. Glastetter	D10
Mark L. Biesemeyer	CO
Paula A. Evers	CO

20 Years

Kirby L. Pierpoint	D1
Blaine K. Siddens	D1
Gene A. Young	D2
Marcia J. Triplett	D2
Ernest E. Moffitt	D2
Joseph A. Jarboe	D4
Amy S. Nash	D4
Rickey D. Smith	D5
Phil C. Cain	D5
Robert C. Hoffmann	D7
James C. Mezel	D8
Thomas E. Rutledge	D9
Karen M. Reinkemeyer	CO
Robert L. Reeder	CO
Joyce A. Lootens	CO
Catherine V. Morrison	CO
Julie K. Nelson	CO
Connie S. Humphrey	CO

15 Years

Travis A. Burns	D1
Keith A. Killen	D2
Twila Lee	D4
Kevin A. Rash	D4
Richard K. McKown	D4
Richard R. Jones	D6
Curtis R. Dunakey	D6
David R. Holloway	D7
Patrick S. Turner	D8
David R. Long	D8
Jeffery C. Riegle	D9
Brent L. Grandstaff	D9
John S. Cauwenbergh	CO
Douglas D. Abbott	CO
David Musser	CO
Keith E. Pigg	CO

10 Years

Patrick W. Nelson	D1
Stephen L. Teter	D2
Mark A. Wortmann	D3
Charles L. Geiger	D4
Dana A. O'Maley	D4
Paul D. Herzig	D4
John L. Sanders	D5
Westly P. McPeters	D6
Thomas A. Breedlove	D6
Bennetez J. Meeks	D6
Dennis M. Murphy	D6
Christina R. Stroyan	D6
Loyd C. Wilson	D7
Kenneth D. Reynolds	D7
Roger D. Kidd	D7
Kerry P. Grogan	D9
Barry O. White	D9
William W. Maness	D9
Mark H. Aufdenberg	D10
Scott D. Bronenkant	D10
Robert W. Meade	CO
DeAnne P. Rickabaugh	CO
Julie A. Barbour	CO
Kathy J. Hatfield	CO
William J. Buschman	CO
Mihai Popa	CO

5 Years

Russell E. Atteberry	D1
Robin D. Wardlow	D1
Charles D. Leach	D1
Michael J. Shelton	D1
Caleb C. Gilgour	D1
William A. Elliott	D3
Charles L. Foster	D4
Alfred C. Battle	D4
Juan Yin	D4
Amanda M. Howe	D4
Justin E. Fagre	D5
Eric J. Denton	D5
Thomas M. Turner	D7
Kemmy M. Collins	D8
Guy T. Pagel	D8
Cory M. Hildebrandt	D8
James R. Freeze	D9
Brad W. Koch	D9
James D. Gruver	D9
Thomas M. Barnard	D9
Nicholas R. Lambert	D9
Tammie J. Graham	D10
Michael R. Reeder	D10
Matthew B. Stacy	D10
Eric Eftink	D10
Leanna Depue	CO
Randy J. Rademan	CO
Frank S. Harris	CO
Russell A. Koestner	CO
Michael E. Walk	CO

July Retirements

Name	Location	Years of Service
David Fleming	D10	24
Joe Brown	D10	32
Terry Buckles	D1	9
Donald Goodsell	D2	24
Terry Stinnett	D3	34
Darrell Britt	D3	31
Jerry Bell	D4	24
Carolyn Grisham	D4	17
Peggy Jones	D6	9
Donald Young	D6	25
Danny Burks	D7	26
Jacqueline Claxton	D8	32
Jesse Atkinson	D9	19
Linda Mallot	CO	10
Clarence Snyder	CO	19

In Memoriam

Active

Thomas "Tom" W. Gerleve	D8	July 5
David L. Rea	D10	July 13
Tracy (Carroll) Porter	CO	July 22
James L. Rockhold	D3	July 23
Debra "Debbie" Day	D6	July 24

Retirees

Virgle M. Followell	D10	June 30
Carl T. Powell	CO	July 4
James R. Fidler	D4	July 6
Jeannetta Brandt	CO	July 8
Glenn W. Oberbeck	CO	July 12
Paul E. McKee	CO	July 12
John M. Taylor	D8	July 21
Dail W. Alexander	D5	July 23
Ellis Stephens	D1	July 25
E.F. Gann	D8	July 28

CO Central Office

Missouri Students Gain Hands-On Engineering Skills

Last month, 30 Missouri high school students got a peek of what it takes to be an engineer. By participating in the 9th Annual Youth Transportation Conference, these students got out of the classroom and jumped into real world learning.

"The conference exposes students to civil engineering and transportation concepts through hands-on learning," said Elizabeth Reed, MoDOT senior human resources specialist and conference coordinator. "They meet engineers and actually perform -- on a small scale -- some of the work these engineers do for a living."

Students are selected based on grade point average, their application and an accompanying essay. Students are from urban, rural and even home school backgrounds.

At the six-day conference, students follow a rigorous schedule of events that often began at 7:30 in the morning and continued to 8 p.m. During that time they would talk to MoDOT engineers, tour department facilities, watch special presentations from MoDOT staff and work on their own assignments.

"Some of the favorite activities included building a blast wall at MU, inspecting bridges, and visiting the construction site at the Lake of the Ozarks," Reed said. "Each year, we change the curriculum, so if students do come back for subsequent years, they are exposed to new things each time. We have several students indicate interest in applying for the conference again next year."

Cathy Morrison

State Employee Recognition Day

More than 4,000 state employees attended the annual State Employee Recognition Day event held Aug. 20 on the Capitol grounds. The event recognizes state employees for their hard work and contributions. In addition to raffling off a bicycle helmet - compliments of the Highway Safety Division - MoDOT offered participants No More Trash! Bags and state maps. In addition, districts, divisions and offices held a variety of events to celebrate State Employee Recognition Week, Aug. 16-20.

for more info

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No MOre Trash! Day

Aug. 13, Missouri State Fair

photos by Shaun Schmitz

Visitors to the Highway Gardens signed a new bridge beam that will be used in Pettis County.

Barrel Bob!

Children gathered at the Transportation Exposition Center for the new puppet show featuring Peanut the Turtle with a No MOre Trash! message.

D1 Northwest

Last Month in the Northwest District

by M. Elaine Justus

Marcia Johnson

Red was the dominant color at every practice session and scrimmage. Up to 10,000 and more people came to watch and cheer them on.

July 30 was the first day the Kansas City Chiefs started pre-season practice in their new, multimillion dollar indoor and outdoor practice facilities in St. Joseph. The work to put it all together started years ago, though, when Missouri Western State University and the city and community of St. Joseph began their efforts to lure the Chiefs away from River Falls, Wisconsin. More than 120 university employees, Chiefs staff, a couple dozen contracted off-duty police officers, 70 or so interns and a few dozen volunteers had to work together to make everything happen. How does this involve MoDOT? With thousands of people coming from all over the country to St. Joseph (many for the first time , it was our job to make sure everyone got where they wanted or needed) to be in a safe, efficient way. We worked closely with all parties involved to provide them with our best traffic advice and assistance.

The temperatures were in the high 90s as the athletes were working out.

Holly L. Murphy

"Completed as Promised" is a sign people are seeing all over Missouri right now, but especially in the Northwest District. With 155 Safe & Sound bridges to complete in our region before the program ends, we have 13 completed and six under construction. Our goal is to have 53 bridges completed this construction season.

Holly L. Murphy

Transportation Project Designer Joyce Reynolds accepts a $100 Walmart gift card from Sr. Financial Services Technician Angie Downey.

The May drawing for My ePHIT, an online health and wellness program on the Coventry website, resulted in a $100 Walmart gift card for one lucky MoDOT employee.

Jon Morrow

Despite delays due to flooding on the Missouri River, work continues on the new Amelia Earhart Memorial Bridge which is on schedule for completion in 2011.

Tom Johnson

The newly-constructed indoor practice facility includes weight rooms, saunas, locker rooms, and a full set of its own computer networks and phone lines.

for more info

Community Relations Manager Elaine Justus
Phone 816.387.2353
E-mail margaret.justus@modot.mo.gov

3602 N. Belt Highway
St. Joseph, MO 64506-1399

The View From the Road

by M. Elaine Justus

Holly L. Murphy

This photo was actually taken in District 5 from a state route near the Lake of the Ozarks. Although the "No Trespassing" warning is funny enough, we especially appreciated the irony of the "Free Puppies" sign. If you look closely, above the "No Trespassing" sign there is a sign that reads "Beware of Dog."

D2 NorthCentral

Emergency Turns to Success for Bridge in Chariton County

by Tammy Wallace

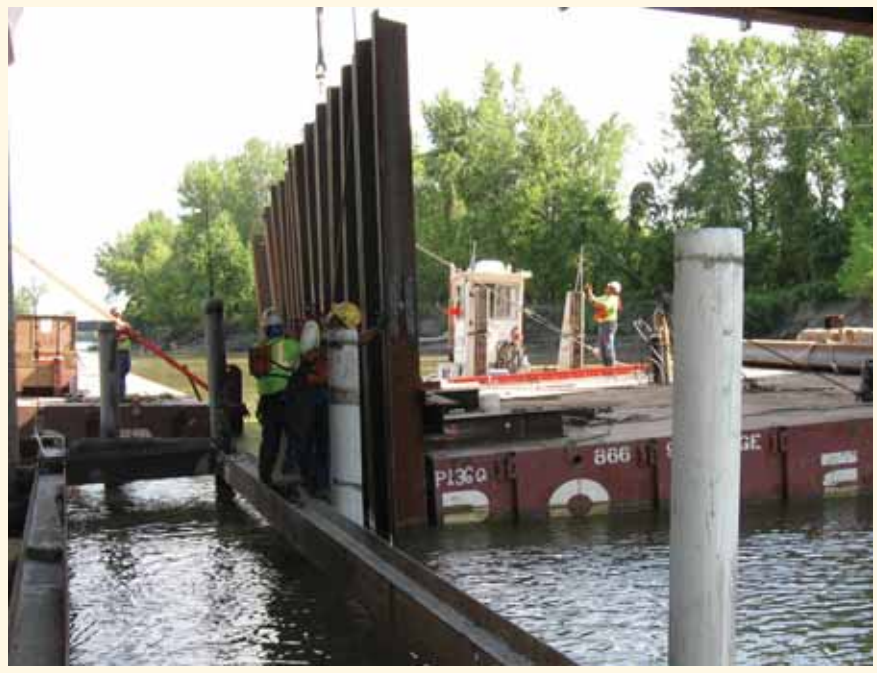
Heavy rainfall this spring and summer caused many problems throughout the District. One of the most significant problems came in the form of a bridge closure on a major route.

Workers stand on the cofferdam template after it had been put into place.

On June 9, when heavy rainfall raised the water in the Grand River to extreme levels, District Engineer Scott Stephens and Construction and Materials Engineer Dennis Brucks realized the potential for scouring to the Grand River Bridge on Route 24 in Chariton County. The fast moving water could undermine the foundation pilings, so for safety purposes the bridge was closed to traffic.

When the water receded and crews inspected the piers, it was determined that a potentially bad situation was now a reality.

Plans for repairs were approved quickly and just eight days after the inspection a $2.1 million dollar emergency contract was awarded to St. Louis Bridge Construction Company of Arnold, Mo., to enclose the foundations around two eroded bridge piers. The contract called for the bridge to open to at least one lane of traffic by Aug. 15 with all the work to be completed by Oct. 1.



Cofferdam walls placed on the template will eliminate chances of future scouring and bridge closures.

During the closure motorists were kept informed with weekly updates through the media and on the District's web site, including photos of the progress.

The contractor was able to complete the work two days early despite battling high water in the Grand River, opening the bridge to two-lane traffic. "It's amazing that St. Louis Bridge was able to complete this work in such a short period of time considering the challenges they faced with the flood water," said District Construction Engineer Dennis Brucks. "The persistent high water made it difficult and sometimes impossible to get their equipment under the bridge to perform the work." Brucks said the contractor took advantage of every opportunity when the river level dropped, including working some 24-hour shifts and working through weekends.

Work on a second footing on this bridge will take place over the next several weeks, at times reducing the bridge to one-lane. This repair is necessary to avoide future scour problems, but will not close the bridge to traffic.

Bridge Innovations, LowP

by Anthony Zuccarini

Time is of the essence, as they say. When transportation is involved, time is everything.

In keeping with MoDOT's timely tradition, the District 2 bridge crew recently used an innovative process to repair a bridge deck on Route 3 in Macon County. Using a LowP quick-setting concrete and hydrodemolition, which removes concrete from the structure using 17,200 pounds per square inch of water pressure, the crew was able to move the project faster than previous abilities would have allowed.

Major water pressure, 17,200 pounds per square inch, removes the top surface of the bridge.

The hydrodemolition process was contracted with Kilian Corporation. It was the only process to be contracted. All the other work was done with our district forces.

"The hydro removed a large portion of the top surface of the deck with a high-pressure rotating jet nozzle," said District Bridge Engineer Scott Stephens. "This cost about $32,000, and Central Office Bridge Maintenance paid for it out of their budget."

Once the surface had been prepped the concrete for the overlay was actually mixed right on site with our own mobile mixers. According to Stephens, Central Office Construction and Materials Department had been eyeing testing the concrete mixture for quite some time.

Paying great attention to detail ensures a smooth ride for motorists.

"They brought their mobile lab and took a large number of samples for testing," Stephens said. "Essentially, you could put traffic on this the same day that you pour."

The District decided to utilize the concrete after a presentation by Rapid Set, becoming only the second district to use this material. District Six had successfully used the material on several bridges in downtown St. Louis.

Although the entire construction went smoothly, it wasn't completed without extensive planning, hard work and massive determination. "I don't know if everyone really realizes how hard this work was for our people preparing for pour and doing the actual placement, but they were really pushed in this hot weather," Stephens said. "The heat index was well over 100 degrees making it even more challenging. Scott Thompson's bridge crew, Kent Bohon's maintenance crew, Mike Ewigman's concrete crew and Jon Kerns building and grounds crew should be especially commended for their effort."

The hydro process cuts through the concrete with general ease.

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D3 Northeast

4 x 4 Doesn't Mean Truck

The challenge: four days and four counties, seal nearly 60 bridges. The success? Two area crews worked together to complete a fast-paced bridge seal operation on 57 bridges in four counties ... and they did it in two days!

Becky Novinger, Shelbyville maintenance supervisor, and Sean Unglesbee, maintenance crew leader from Hannibal, led the 12-man team to success.

Becky and Sean shared some of their "secrets" to keep the operation moving. "The local maintenance crews got the bridges prepared by sweeping off debris and dirt and filling potholes," she said.

"We used two sets of flaggers so the work zone is ready at the next location so the distributor and spreader could go right to work," she explained.

Sean added, "A big part of how quickly we got it done was having everything set up and ready to go when the trucks arrived."

Some of the bridges were 30 minutes apart, making it even more of a challenge.

We will always strive to do our jobs better, faster and cheaper because we want to meet more of Missouri's needs.

A coordinated effort to seal nearly 60 bridges in four counties showcased teamwork and planning by MoDOT crews.

Blooming in the Yard

If you've ever visited the Northeast District Office, you may have noticed its large "front yard" which consists of a wooded area, natural grasses, flowers and wildlife like turkeys, deer and even a few coyotes and foxes. Over the past few years, Roadside Manager Chris Shulse, has been working with the Missouri Department of Conservation to keep the front yard looking nice, yet needing little maintenance. Part of this effort has included planting wildflowers and even a prescribed burn. Each week this summer in the Northeast District Weekly Update, Shulse has provided a description of what is now "blooming in the front yard." Below are some pictures and descriptions, and you can find complete details in the Weekly Updates that are posted on the D3 Intranet in the Weekly Update.

Lance-leaf coreopsis bloomed in May and are the featured flowers on our Adopt A Highway signs.

Purple coneflower is uncommon on our roadsides, but easy to grow and popular for home landscaping.

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Around the District

Using a leased double chip spreader, maintenance crews have been "going to town" throughout northeast Missouri to apply the preventive maintenance chip seal to about 300 miles of minor roads. Ronnie Calvin, maintenance supervisor for Bowling Green and Farber, said the operation went very smoothly for his crews. "It's fast, it applies evenly, and it doesn't break down," Ronnie said.

Amanda McNeill

This is a picture of U.S. 36 at the intersection of Route H just west of Hannibal July 22. Portions of the area reported 7 to 9 inches of rain in a few hours. One section of the four-lane highway was closed for several hours. Flash flooding and excessive rain has caused MoDOT crews to do a lot of repairs to culverts, ditches and washed out driveways.

When's the Fish Fry, Bob?

Bob Davidson, a senior construction inspector, caught a record 99-pound flathead catfish out of the Missouri River in July. He was with his father, James Davidson, and his 9-year-old son, Drake, when he landed the fish. It was touch and go for a while, however.

Davidson caught the record flathead using a green sunfish for bait. The flathead had a girth of 35 inches.

To recognize the D3 crews who volunteered to assist D1 with the snow fight this year, Northwest District Engineer Don Wichern, on behalf of the employees in his district, sent each volunteer a special gift with a personal note from him thanking them for the help over the holidays. Keith Boling is pictured with his gift being presented on Don's behalf by Northeast District Assistant District Engineer Dave Silvester.

D4
KansasCityArea

North Cass Parkway Interchange Now Open

by Steve Porter

Residents in northern Cass County gained a new interchange and less congestion on Route 71 after the new North Cass Parkway interchange opened in July. Local residents, community leaders and elected officials celebrated the new project with a ribbon-cutting ceremony to officially open this vital project.

The new interchange, at about 187th and Route 71, provides access for Raymore on the east side of the highway, connecting to Dean Avenue and Hubach Hill Road. On the west side, Belton and Peculiar have new access to the highway from Peculiar Drive. These interchanges will alleviate traffic congestion at the Route 71/Route 58 interchange, currently the busiest crossroads in Cass County, by providing quick, attractive alternatives.

The cities of Belton and Raymore joined with Cass County and MoDOT to fund and build North Cass Parkway interchange two miles south of Route 58 on Route 71. The $10.1 million project is the second of two that brings several of Cass County's most dynamic communities even closer together, bridging and reconnecting to the county's main artery.

Late last year MoDOT opened the 163rd Street interchange in Belton, which provides improved access to Route Y and the growing commercial area between Route 58 and Route 71. Belton provided substantial funding for the reconstructed 163rd Street interchange, which now offers more lanes, wider ramps and better access that will connect to Belton's Markey Road improvements. Ramps also are now signalized. Pavement at 163rd Street was widened to four through-lanes plus turn lanes.

Ideker Inc. of St. Joseph, Mo., was the general contractor for both projects, which took less than two years to complete.

A parade of antique cars chauffeured elected officials through the new interchange. To the left, Sen. Pearce gets ready to be one of the first to drive through the area. Above, the parade of cars totalled 25 vehicles donated by local car enthusiasts. Elected officials cut the blue ribbon in celebration of improvements in the area.

D4 Launches Complete, Interactive Permit Website

Innovative Permit Process Takes Cumbersome Paperwork to Easier, Online Solution

by Michele Compton

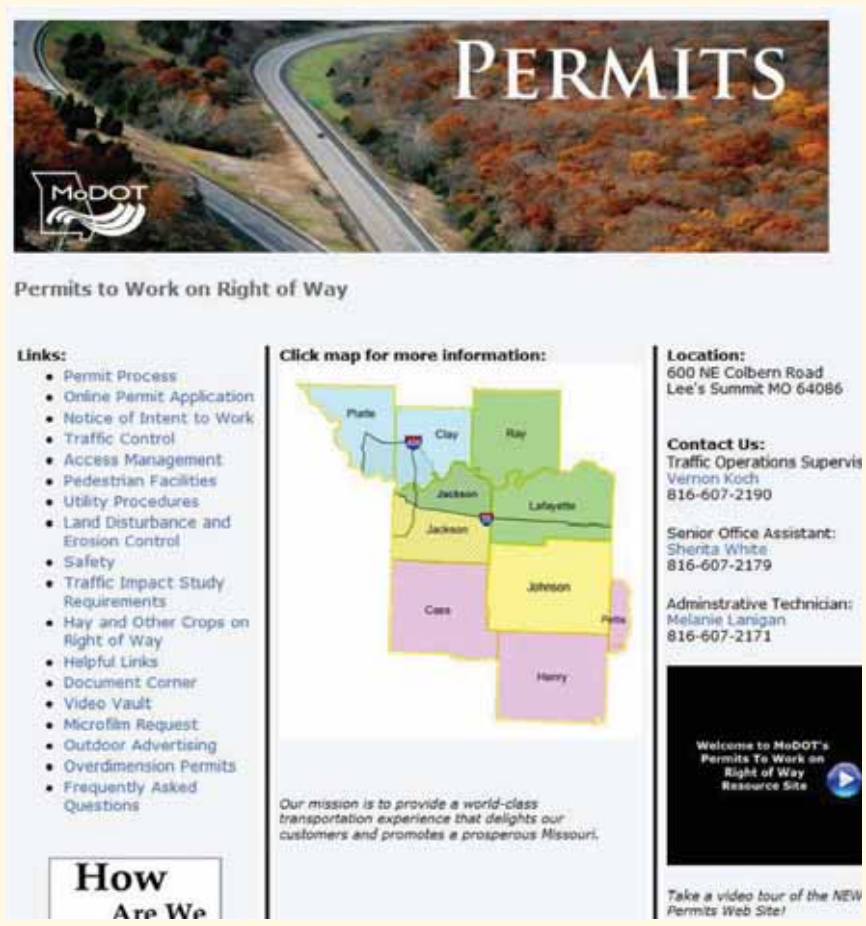
D4 issues a lot of permits. In fact, the district averages about 100 permits a month during the busy summer season. That's why the department completely renovated and ramped up the Permits to Work on Right of Way website.

What started as an idea to create an online application blossomed into a complete, interactive resource that includes everything from a new online form to a complete video vault. Anyone applying for a permit will also find information about multiple issues including:

- Permit Process
- Safety
- Traffic Control
- Traffic Impact Study Requirements
- Outdoor Advertising
- Overdimension Permits

"There are many reasons why someone needs to perform work on MoDOT's Right of Way from constructing or reconstructing existing entrances to grading, landscaping or simply installing irrigation," said Vernon Koch, traffic operations supervisor. "It takes a lot of work to get to the permit stage. In fact, the staff regularly works with multiple outlets from city and county planning and zoning officials, to contractors, property owners, and utility companies just to make sure the permit work is acceptable."

For more information or to peruse the site, please visit *www.modot.mo.gov/kc*, and click on "News and Information."



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D5 Central

Community Celebrates New Route 50 Project in Moniteau County

After years of traveling across Moniteau County on a curvy, two-lane roadway, motorists are now enjoying the brand new U.S. Route 50 that opened July 20.

The $24.8 million project started in October 2008 and relocated just over eight miles of Route 50, from Route K to just west of California. The new road is a four lane highway from Route K to Route 87, and two lanes with paved shoulders from Route 87 around California.

MoDOT held a ribbon-cutting celebration on July 19, where over 200 people braved the heat to walk or ride their bicycles on the new highway. After the official ceremony, a parade of vehicles allowed those who attended to be among the first to drive the new highway.

Shaun Schmitz

Missouri Highways and Transportation Commission Chairman Rudy Farber joined Maintenance Supervisor Travis Riggs to lead a parade of vehicles on the new route.

Shaun Schmitz

Presiding Commissioner Kenneth Kunze cut the ribbon for the new highway, surrounded by local officials, community members and California Boy Scout Troop 120.

"Route 50 is the most heavily traveled route in Moniteau County and it serves as a vital alternative for Interstate 70," said District Engineer Roger Schwartze during the ribbon-cutting ceremony. "We've been working hard to improve Route 50 across the state and the completion of this project places us one step closer to making that a reality."

The project was the second phase of construction to improve Route 50 in Moniteau and Cole Counties. The first phase included the construction of 11 miles of new four-lane highway, from just west of St. Martins in Cole County to Route K in Moniteau County.

New Highway Planned for Lake of the Ozarks Area

Over 90 people attended a public hearing on Aug. 10 to learn about a proposed new four-lane highway at the Lake of the Ozarks.

MoDOT held the meeting to share plans for Route 242, which would connect U.S. Route 54 in Miller County to the Lake of the Ozarks Community Bridge on Route MM in Camden County. The new highway would also connect to the existing Horseshoe Bend Parkway.

Kristin Gerber

Transportation Project Manager Jason Vanderfeltz explains how Route 242 will connect to Route MM at the existing toll bridge.

"This is a $12.6 million project to build about two miles of new roadway, with funding coming from MoDOT and the Missouri Department of Economic Development," said Jason Vanderfeltz, transportation project manager. "This new roadway will ease congestion on Business Route 54 and other busy roadways at the lake, and improve access throughout the area."

The new Route 242 will have 11-foot lanes separated by a raised median and an eight-foot shared use path for bicycles and pedestrians on the north side of the highway. Construction is planned to begin in winter 2010 and will take approximately a year to complete.

Correction for Retirements Story

In the "Recent Retirements" story that appeared in last month's Connections, Ed Martin's job title was listed as senior geotechnical specialist. When he retired on March 1, Ed was actually the geologist for District 5.

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Inspecting a Piece of History

by Holly Dentner

When Senior Construction Inspector Dan Oesch goes to work, he spends his days, and sometimes nights, making sure the work being done by contractors meets our rules and requirements.

Dan has worked for MoDOT since January 2005, but for the last year he has been at the center of the Route 17 bridge project at Tuscumbia in Miller County. He and Senior Construction Inspector Cary Armour were the primary district employees on site during construction of the new structure.

"Our job was to inspect the construction work as the bridge was built," said Oesch. "We tested and inspected everything, from the pilings driven into the ground to the concrete poured on the deck."

Dan was at the high-profile project from the beginning, when grading and clearing began on each side of the Osage River in Feb. 2009. He says many days were spent checking reinforcement, ensuring formwork was placed true to line and grade, and looking over other structural elements of the bridge.

At each step of the construction process, he was there to measure, test, and evaluate the contractor's work, but he realized that this wasn't just a regular project.

"I'm proud to have worked on this job," said Oesch. "Sure, it got lots of attention from the media, but for the people who live here, it's a piece of history."

Oesch wasn't surprised by the hundreds of people at the ribbon-cutting ceremony on Aug. 16, because he already knew how important the bridge was for Tuscumbia.

"Everyone in the community has been really excited about the new bridge," said Dan. "It will be here for a long, long time, making a day-to-day difference for the people who use it."

Shaun Schmitz

Senior Construction Inspector Dan Oesch, second from right, on site at the Tuscumbia bridge project in Jan. 2010.

D6
St. Louis Area

St. Charles Maintenance Building Wins 2010 No MOre Trash! Bash Challenge

District 6 senior management challenged its maintenance buildings to increase litter pickup efforts in the 2010 No MOre Trash! Bash. Congratulations to the St. Charles maintenance crews for picking up the most trash bags in D6 during the month of April!
As promised, district management cooked lunch for the winners, and Assistant District Engineer Tom Blair worked with the maintenance building for one day in August. Great work St. Charles!

being One Team because we share the same mission! Thank you for all your efforts!"

A district-wide kickoff event was held in April that involved a mass litter pick up along I-270 in Bridgeton with elected officials, law enforcement, community leaders and other partners interested in a litter-free Missouri.

Approximately 128,000 bags of litter were collected by Team MoDOT statewide from our roadsides during

St. Charles maintenance building was recognized by District 6 management and awarded with a cooked lunch at their building on Tuesday, August 10.

"I would like to thank the many non-maintenance work groups within MoDOT that contributed to picking up litter this year," Blair said. "All of these results represent MoDOT's value of

April. Thanks to all D6 maintenance buildings for stepping up to the challenge of making attractive roadsides in Missouri.

Brandon Anderson, Normandy maintenance supervisor (left), and Ken Cherry, Normandy regional maintenance supervisor (right), helped made the district No MOre Trash! Bash in North County a success. They set up the giant trash mound for the kickoff event/news conference to reinforce the importance of no littering and to keep Missouri clean and litter-free.

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MRB Team Sets World Record for Bridge Foundation Load Test

The prime contractor for constructing the Mississippi River Bridge set a new world record for the amount of pressure, or "load," the foundations for the new bridge could handle during a load test in June.

Massman, Traylor, Alberici, the joint venture prime contractor, successfully completed a load test for the bridge foundation that reached 36,067 tons, a world record for load testing of a foundation pier.

Durring the bidding process, state officials asked construction firms to bid on a design that called for drilling 14 shafts for each of the bridge's two main footings, the foundation structures that support the bridge from the river bottom. However, they also permitted bidders to offer an alternative technical design concept for the construction of the footings. MTA proposed a concept that provided for six drilled shafts for each footing, providing significant cost savings. MTA's bid was $45 million lower than that of the only other bidder. That allowed HNTB, the engineering firm designing the bridge, to complete designs for the foundations using the concept.

crete at the bottom of the shaft drilled below the river. The cells were placed into the 21-foot-deep portion of the shaft that was drilled into solid rock. Riley Illinois based in Granite City, Il, provided concrete for the test; Dan Brown and Associates provided geotechnical design; and, Geotechnology, Inc. provided testing services for the shaft.

After the concrete hardened, specially designed pumps created hydraulic pressure on the pier that reached a peak load of 36,067 tons, according to Loadtest, Inc., the Florida company that owns the technology used to perform the test. The test reached its peak pressure without causing any significant movement of the pier, Loadtest said.

"This is a phenomenal achievement for the foundation construction industry and is a tribute to the foresight of the joint venture MTA that a test of this magnitude was even attempted," said Jack Hayes, Loadtest's president.
The test exceeded the previous world record -- 31,350 tons established in 2005 on a bridge project in South Korea -- by 4,717 tons, according to Loadtest. The previous record in the United

MTA crews lower the load test cell into a hole they drilled into the Mississippi River bed rock as part of the load test.

MTA completed the test in June after encasing load testing technology in concrete near the bottom of an 11.5-foot-wide shaft drilled 119 feet deep beneath the river near the new bridge's planned location at St. Louis. The load test confirmed MTA's alternative technical concept.

MTA Project Sponsor Mark Schnoebelen said the test validates MTA's approach to constructing the bridge's foundations, and clears the way for MTA to start drilling shafts and pouring concrete for the foundations.

"We are pleased our methodology has been confirmed, and we are ready to get to work on the foundations so we can complete this project on schedule and on budget," Schnoebelen said.
In the test in St. Louis, MTA workers encased four "Osterberg cells" in con-

States, 18,400 tons, was recorded on a bridge project over the Ohio River, according to Loadtest.

Loadtest, founded in 1991, uses technology patented by Dr. Jorj Osterberg to test the load-bearing capacity of foundations. The company's objective is to help reduce construction costs by enabling construction companies to avoid unnecessary expenditures on foundations. The company's "Osterberg cells" are steel structures that act as jacks and exert pressure on a foundation.

MTA is a joint venture of Massman Construction Co. of Kansas City, Mo., Traylor Brothers Inc. of Evansville, Indiana, and Alberici Constructors, Inc. of St. Louis.

D7
Southwest

U.S. 71 Upgraded to I-49 by End of 2012

The Missouri Highways and Transportation Commission approved highway construction at its August meeting resulting in the upgrading of the U.S. 71 corridor between Kansas City and Joplin to interstate standards by the end of 2012.

"Improving U.S. 71 between I-435 in Kansas City and I-44 near Joplin enhances economic development opportunities and freight movement," said interim Director Kevin Keith. "We are excited about getting closer to an I-49 designation in Missouri."

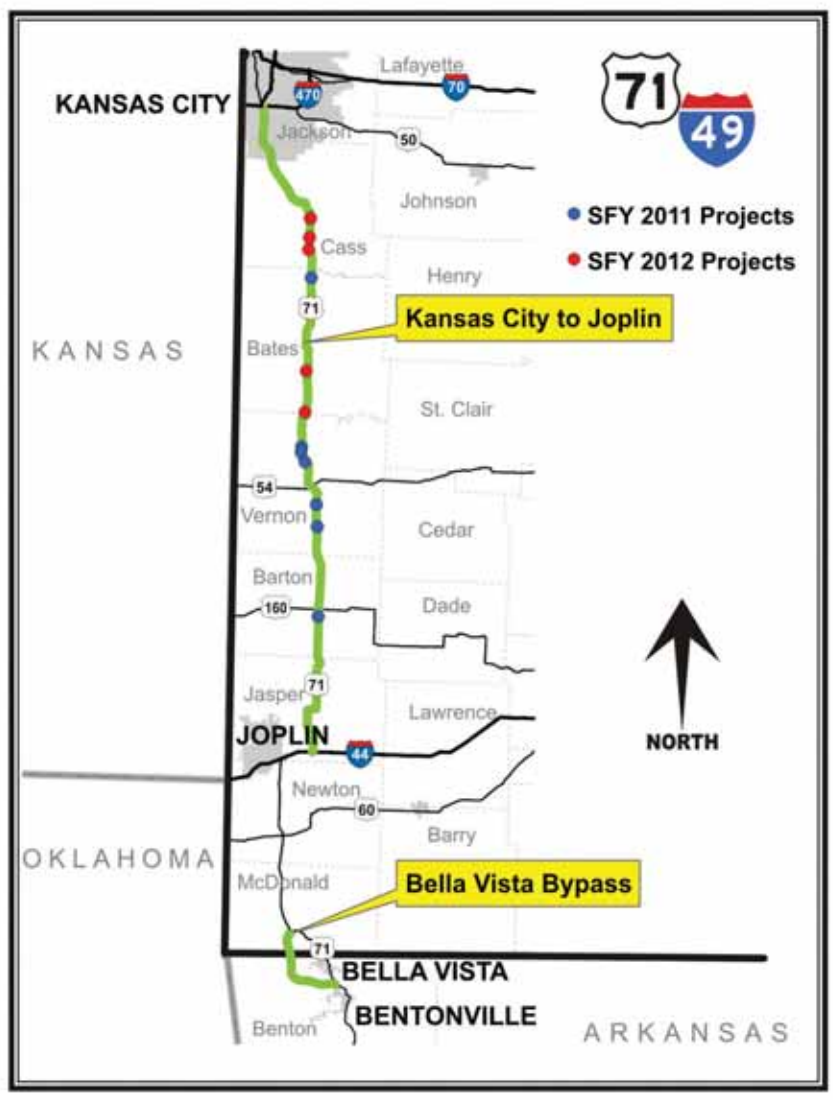
The original intent was to fund a four-lane bypass of Bella Vista, Ark., creating an interstate from Joplin to Fort Smith, Ark. However, recent correspondence from the Arkansas State Highway Commission indicates that due to funding shortfalls it intends to construct a two-lane Bella Vista bypass in phases over six years.

Since a two-lane bypass would not be compatible with interstate standards, the MHTC was compelled to shift its priorities on U.S. 71.

"We need to capitalize on the opportunity to bring I-49 to Missouri between Kansas City and Joplin," said Rudy Farber, Commission Chairman, "but still work with Arkansas toward progress on the Bella Vista bypass."

Once improvements between Kansas City and Joplin are complete, any remaining funds will be used to begin construction of the Bella Vista bypass in coordination with Arkansas.

Here are some frequently asked questions about the project:



Q: Why switch the focus from Bella Vista to the KC-to-Joplin segment?

A: The MHTC committed funding in 2005 in anticipation of Arkansas having the funding to move forward with a four-lane Bella Vista bypass. Five years later, that funding remains unused and Arkansas only has enough funding to move forward with a two-lane bypass over the next six years. The commission believes it should capitalize on the opportunity to bring I-49 to Missouri by using t of the funding to upgrade segment between KC and lin, while still matching the gress Arkansas makes on the la Vista bypass.

Q: s the KC-to-Joplin segment ssouri's priority all along?

A: The MHTC initially com- ted the funding for the Bella ta bypass. However, after ning of funding shortfalls Arkansas, in 2008 the Com- sion and MoDOT began paring for the possibility of izing the funding between sas City and Joplin if Ar- sas was unable to resolve its funding issues. After holding the funding for five years and only after Arkansas announced that it would be able to move forward with only a two-lane Bella Vista bypass over the next six years, the commission decided to shift part of the funding to the KC-to-Joplin segment. If Arkansas had the funding to construct the four-lane Bella Vi Missouri would be mo ward with that project of way is acquired and are ready.

Q: Why is I-49 being us designation instead o I-35?

A: Congress designated t corridor from Kansas Shreveport, La., in fe portation legislation, a corridor will connect I-49 between Shreve Lafayette in Louisian I-49 fits within the Int naming conventions o south interstates utiliz numbers, with the ass numbers growing hig move from west to ea souri, I-49 falls betwe I-35 in Kansas and Ok and I-55 in eastern Mi Illinois.

Q: What needs to be do grade U.S. 71 to I-49 KC and Joplin?

A: Remove all remaining intersections by constructing interchanges, overpasses and outer roads as necessary. Following are the anticipated improvements (overall: seven interchanges, four overpasses, one set of outer roads :

- Cass County -- Two overpasses and one interchange
- Bates County -- One interchange and one set of outer roads
- Vernon County -- Five interchanges and one overpass
- Barton County -- One overpass

Q: Will I-49 follow the existing U.S. 71 route? Why isn't MO 249 being incorporated into the I-49 corridor?

A: The I-49 corridor will follow the existing alignment of U.S. 71 from I-435 at the Grandview Triangle in Kansas City to I-44 at Fidelity in Jasper County. The utilization of the current MO 171/MO 249 corridor as an interstate is not possible due to the presence of stopping conditions (traffic signals) at the ramps of the U.S. 71/MO 171/MO 96 interchange near Carthage. (The issue is with mainline I-49 traffic flowing through these signals, not with exiting interstate traffic passing through the signals.

The solution to make the MO 171/MO 249 corridor interstate compatible requires substantial additional funding and a location study consisting of extensive public involvement. Both are likely many years into the future.

Q: Why not include Newton and McDonald counties in the I-49 designation?

A: Between 1993 and 2007, the MHTC and MoDOT committed more than $250 million to upgrade 43 miles of U.S. 71 between I-44 and Arkansas. Those improvements are benefitting the citizens and businesses of Newton and McDonald counties now.

In addition to Missouri's portion of the four-lane Bella Vista bypass, the Arkansas portion of the four-lane bypass needs to be complete in order to designate I-49 between I-44 in Missouri and I-40 in Arkansas.

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D8

Springfield Area

Bob Edwards

Striping Senior Maintenance Worker Doyle Clement applies contrast striping for the Diverging Diamond Interchange at National Avenue and Route 60 in Springfield.

Contrast Striping Method Saves Time and Money

by Bob Edwards

Diamond-ground concrete highways preserve joints and provide a good ride on busy roads like Route 60 and Route 65 through Springfield.

However, the process gives the concrete road surface an even whiter sheen, making it difficult to see white stripes and skips in daylight.

What to do?

Find a method that is less expensive than contrast tape, with its white center and black edges. Or simply figure out how to apply black and white paint without making two passes with a striper or having to use two stripers.

District Engineer Kirk Juranas challenged District Traffic Engineer Joe Rickman and his striping crew to paint contrast stripes – and do so as efficiently as possible. So the crew went to work modifying a striper.

Crew members lined up three spray guns and connected the hoses to a single solenoid to make sure the guns apply the paint at the same time. They fastened smaller nozzles to the outside guns to keep the black paint from overspraying onto the white skip being applied by the center gun.

After eight hours and about $200 in parts, the job was done.

Now a white center stripe or skip can be painted on the pavement simultaneously with black paint borders. Drivers can see the lane striping much easier.

"It pops during the day," Juranas said. "I love it. It has great value."

Rickman said the contrast striping application his crew developed costs about 10 cents a linear foot, roughly 2 cents more than using white paint alone. The contrast tape costs as much as $5 a linear foot (with a warranty . "It's a very low-cost solution. We've had really good success and good feedback."

The contrast stripes and skips first were applied on several roads in the Springfield metro area, including Route 60/360, Glenstone Avenue (Bus. Loop 44) at I-44, West Bypass (Route 160 , Kansas Expressway (Route 13) at I-44 and National Avenue at Route 60 and Route 14 at Route 65 in Ozark. The contrast striping also has been applied to better delineate lane shifts in two major work zones – the Route 65 six-laning project and the Route 60/65 interchange reconstruction.

Striping Regional Maintenance Supervisor Paul Bryan thought his crew could come up with an efficient way to paint contrast stripes, given enough time to work on it. All members of the crew contributed to the project.

Any striper can be modified in the same way, Bryan said. "Once you get it set up, you just go out and paint."

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1

2

3

4

5

Bob Edwards

D8 at Work

1. and 2. Digging out a soft spot to repair the pavement on Stone County Route H near Viola is Lampe Senior Maintenance Worker Jerad Finch, with Lampe Maintenance Worker Larry Allen one of the flaggers on the project.

3. Human Resources Specialist Sandy Vincent makes a call to set up annual physicals required for the regional bridge crew.

4. Springfield Maintenance Crew Leader Kris Sandgren accepts resolutions honoring him for his 2,600-mile bicycle ride, on his own time, to raise money for the Fallen Workers Memorial being planned in Jefferson City. Making the presentation during a Missouri Highways and Transportation Commission meeting in Springfield is commission Chairman Rudy Farber.

5. Springfield Construction Inspector Andrew Nelson verifies the concrete thickness prior to a deck pour on the eastbound-to-northbound "flyover" ramp, part of the Route 60/65 reconstruction in Springfield.

District 8 Retirement:
Ozark Maintenance Crew Leader Sammy Lee.

"Talkin' Transportation" Call-In Radio Show

KWTO 560 AM, Springfield

10-10:50 a.m. Wednesdays

radiospringfield.com

D9
SouthCentral

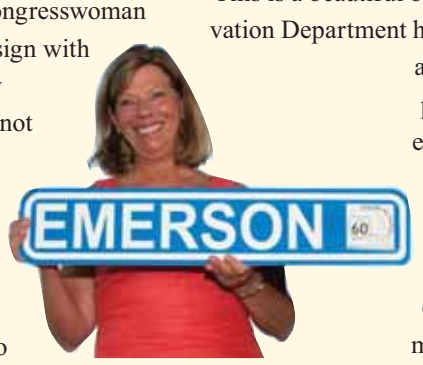
Show-Me 60 Caravan Celebrates Completion of Another Four-Lane Corridor

"I can't even believe we are here today finally finishing it," said U.S. Congresswoman Jo Ann Emerson during the Show-Me 60 Caravan on Aug. 13.

Districts 9 and 10 came together for the Show-Me 60 Caravan celebration. The caravan was held to celebrate the completion of Route 60 as a completely four-lane facility across Missouri. Citizens across the corridor, from Willow Springs to Sikeston, braved the heat to participate in the event.

Mayor Jay Waggoner kicked off the opening ceremony in Willow Springs and emphasized how long the community has waited for a four-lane corridor. "The community has dreamed of this day for about 50 years. Dreams can become reality when men of vision commit to them," said Waggoner. Additional speakers included District Engineer Tom Stehn and U.S. Congresswoman Jo Ann Emerson.

In appreciation of her efforts towards making the Route 60 expansion a reality, Stehn presented Congresswoman Emerson with a street sign with her name and the carav logo. "We really could not have completed this corridor without the support of Sen. Bond and Congresswoman Emerson," said Stehn. U.S. Sen. Kit Bond also received a sign during the stop in Poplar Bluff.



In addition to Willow Springs, the caravan stopped in Mountain View, Winona, Poplar Bluff, Dexter and Sikeston. At each stop, communities were presented with a commemorative plaque in appreciation of their support and hosting of the event. "We are grateful to the citizens and community leaders along the corridor for their support, patience and cooperation during the construction phase of this project," said Stehn.

During the whistle stop in Mountain View, participants were treated to an exhibit of historical memorabilia and photographs from along Route 60; including a steel Route 60 sign. Local historian Lou Wehmer was on hand to answer questions and provide additional information.

The Winona whistle stop was held at the Twin Pines Conservation Center where Congresswoman Emerson took a moment to comment on the location. "This is a beautiful building the Conservation Department has here. We are so ate to have it here pot which will at- e and tourists," said Emerson.

Rep. J.C. Kuessner shared with the crowd a story about mother receiving the right to vote in 1920 and riding a mule to cast her vote for a two cent sales tax to improve transportation.

"She knew in her own mind that she'd never see this, but she thought for sure her grandkids might see some changes. Well, in 1925 she saw the beginning of the building of highway 60," said Kuessner.

MoDOT Resident Engineer Phill Knott and wife Mary admire the Route 60 display before the Mountain View event.

Cathy Morrison

Everyone in attendance was able to take home a part of Route 60.

Representative Mike Dethrow and Congresswoman Emerson were also on hand to speak in Winona. Emerson highlighted the importance of this corridor to commerce throughout rural Missouri. "We have a great quality of life. We certainly have people who have a magnificent work ethic. We just have a very special place that we call home… There is absolutely no doubt that our communities now will grow and prosper. While we may not see it, our children and grandchildren will," said Emerson. The Congresswoman also made a point to thank those who worked on the roads. "I want to thank all the construction workers, who, you can only imagine, in this kind of heat were out there sweating, working as hard as they did from sunup to sundown making this happen. They deserve the credit," said Emerson.

The caravan concluded in Sikeston, where Sen. Bond expressed his support. "This is going to be tremendous avenue for commerce, for transportation, for tourism, and for safety. I learned back when I was governor that communities grow when they have good transportation. That is one of the key factors in seeing communities grow and providing economic opportunity. This provides that opportunity," said Bond.

Photos from the entire caravan are posted on Flickr at: *www.flickr.com/photos/modot/.*

Cathy Morrison

Ribbon cutting at the opening ceremony in Willow Springs. From left: Southeast District Engineer Mark Shelton, Director of System Management Don Hillis, Howell County Commissioners Mark Collins and Bill Lovelace, District Design and Construction Engineer Mike Wake, MoDOT Resident Engineer Phill Knott, Willow Springs Mayor Jay Waggoner, Congresswoman Emerson, U.S. Sen. Kit Bond Representative Stacy Burks, Former South Central District Engineer Royce Fugate, Executive Director of South Central Ozark Council of Governments Johnny Murrell and South Central District Engineer Tom Stehn.

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D10 Southeast

Route 60 Caravan Celebrates Completion of Four Lanes

U.S. Sen. Kit Bond, U.S. Rep. Jo Ann Emerson and MoDOT held the Route 60 Caravan from Willow Springs to Sikeston on Aug. 13.

U.S. Rep. Jo Ann Emerson ditched her caravan vehicle and joined the Route 60 Caravan on the back of Pastor Scott Williamson's motorcycle.

The Caravan celebrated completion of a four-lane project on Route 60 from Sikeston to Willow Springs. Since the 1980s, approximately $500 million has been allocated to upgrade the route beginning with the construction of the Poplar Bluff bypass. The project was completed in July 2010 when the final section from Winona to Route C in Carter County opened to traffic. Completion of the project connected the four-lane corridor from Kentucky to Oklahoma.

"Completion of this project has and will continue to serve as the Southern Missouri corridor of commerce," said U.S. Rep. Jo Ann Emerson. "The corridor will provide a safe, efficient means of travel for the public while providing positive economic benefits."

The event kicked-off in Willow Springs at Booster Field and concluded at 5 p.m. with the ending ceremony at the Missouri State Highway Patrol Troop E Satellite Office in Sikeston.

Additional stops throughout the day included:

- Mountain View event at the Community Center
- Winona event at Twin Pines Conservation Center
- Poplar Bluff event at First Community Bank
- Dexter event at the Dexter sign

"We are pleased that the Route 60 four-lane project has been completed," said Southeast District Engineer Mark Shelton. "This will provide safer, efficient travel between Sikeston and Willow Springs."

For more information about the Route 60 Caravan or upcoming events, please visit *www.modot.mo.gov/southeast/news_and_information/special_events.*

U.S. Sen. Kit Bond, accompanied by U.S. Rep. Jo Ann Emerson and Missouri Highways and Transportation Commission Chairman Rudy Farber, spoke at the Route 60 Caravan stop in Poplar Bluff.

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Bring Your Kids to Work Day

When summer vacation rolls around, most people are ready for anything but work. However, 39 children decided to join the MoDOT team for a day at D10's annual Bring Your Children to Work Day. D10's "newest" employees enjoyed job shadowing, playing traffic sign bingo, participating in a plasma car obstacle course and learning about savings accounts.

Delaney and Chloe Lemmon joined Maintenance Supervisor J.J. Lemmon at the Dexter shed.

Children visited the Puxico shed to learn what it is like to be a MoDOT employee.

Brandon joined his father Terry Ross, land survey supervisor, at work and became part of the surveying crew for a day.

Children visited the District 10 office to participate in various activities.

Senior Financial Services Technician Tammie Graham taught participants about the importance of savings accounts.

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Additional copies are available upon request. Suggestions, questions and comments are always welcome.

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Public Works Project of the Year

MoDOT's New I-64 Project was recently named one of the Public Works Projects of the Year by the American Public Works Association. MoDOT, along with the primary contractors, Gateway Constructors, and primary consultant HNTB Corporation, were presented the award during APWA's 2010 International Congress & Exposition in Boston, Mass., in August.

The APWA Public Works Projects of the Year awards are presented annually to promote excellence in the management and administration of public works projects, recognizing the alliance between the managing agency, contractor, consultant and their cooperative achievements.

This award is in the Transportation - greater than $75 million category. As

Cathy Morrison

Completed Lindbergh Interchange on I-64

the oldest highway in St. Louis dating back to the 1930s, the highway and its 30 bridges had become deteriorated and outdated since being built originally as a roadway for cars going 30 mph. Most recently, more than 150,000 vehicles used the highway each day at speeds in excess of 60 mph.

"The project of the year award provides national recognition of the great work MoDOT accomplished with the I-64 project," said I-64 Project Director Ron Morris. "The I-64 project showcases innovations in contracting, quality review processes, the mitigation of traffic with work zones and the information to the public. It is a great honor to be recognized by our industry peers for all of our hard work."

The timeline of the project was an overall three weeks ahead of schedule, and MoDOT came in $11 million under its overall budget.

Congratulations Missouri State Employee of the Month!

Shaun Schmitz

Linda Wilson, Community Relations Manager in District 6, was selected as Missouri's State Employee of the Month for July. She was chosen for her accomplishments working with the community on the I-64 project in St. Louis and for changing public perception of Missouri state government. Wilson was honored by Gov. Nixon at a ceremony Aug. 18 in Jefferson City, where she brought her daughters Katie (left) and Sarah.

Congratulations Linda!

Helping Employees in Need

Three maternity leaves and a series of family health problems left Mary Drennan, an intermediate information systems technologist in the Northeast District, without sick leave a few years ago. Faced with the prospect of having to quit her job to care for an ailing child, Mary turned to MoDOT's ShareLeave program for help.

The ShareLeave program allows employees to donate annual leave or compensatory time to help co-workers and their immediate family members who have catastrophic or life-threatening illnesses or injuries and have used all of their leave time.

Mary's first child, Loranne, faced health issues that used up much of Mary's sick leave. A second child, Robby, came along a year later. Then when her third child, Sarah, was 16 months old, she began to have seizures and was diagnosed with a brain tumor. Fortunately, the tumor turned out to be a blood clot, but nonetheless, Sarah had to have surgery and was hospitalized for two weeks. A recovery period of several months followed. That's when Mary's sick leave was depleted and she thought she might be forced to leave her job to take care of her daughter.

"Due to previous illnesses with myself and my kids, I hadn't had time to rebuild my sick leave balance," Mary said. "The ShareLeave program definitely helped get me back on track."

Mary hopes her story will encourage MoDOT employees to donate some of their time to ShareLeave. While the program gets some hours each fall from employees whose annual leave balances are over the maximum allowed, it's not always enough to fill employees' needs. As of the end of July, the program had a balance of only 350 hours.

One of the easiest ways to donate leave is to have it automatically deducted from your balance every month. Like an automatic savings account, you never even miss the time.

Forms to donate or request leave can be found on the intranet site, *wwwi*, under the Divisions/Business Offices tab. ShareLeave forms are also available on office computers under Microsoft Word. From the drop-down menu, select "File" and then "New." Choose the MoDOT tab and scroll down to find the ShareLeave forms.

"ShareLeave is a worthwhile program," said Mary, who has since served on the ShareLeave committee. "You never know when you'll be in a position to need it. I honestly don't know what I would have done without it."

Today, Mary is back on track and her kids, now ages 14, 13 and 9, are all doing just fine!